



Planning & Community Development.

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ADMINISTRATIVE ORDER #301940 031014

SITE – SPECIFIC DETERMINATION

CODE SECTION: 20.50.400(A)

ISSUE: The Holy Apostle Greek Orthodox Church requests a parking reduction under Shoreline Municipal Code (SMC) 20.50.400(A). This section allows the Director to reduce required on-site parking up to 25% based on a combination of criteria. The applicant had requested a reduction amounting to approximately 31%, however, under this action, 25% is the maximum reduction allowable. The church is basing the justification for the reduction on the fact that there is ample street parking in the vicinity, the site is within one-half mile of a major transit center, and the church has permission from a nearby elementary school to use the school parking lot on Sundays.

FINDINGS:

Site Characteristics

- Address & Parcel #: 19421 Ashworth Ave N., APN 2222900100.
- Zoning: R-6, Residential, 6 units per acre allowed (church use is conditionally permitted).
- Lot Size: 77,707 sq. ft. (approximately 1.8 acres).
- Current land use and improvements: 6,943 sq. ft. church building with 59 on-site parking spaces.
- Surrounding zoning and land uses: Site is surrounded by R-6, Residential zoning. To the west is the Inter-Urban Trail, with single-family development and Echo Lake beyond. To the north and south are single-family land uses. To the east across Ashworth is Echo Lake elementary school (also a conditional use). The school has a parking lot across Ashworth Ave N from the church that contains 24 parking spaces. In front of the school along N 195th St are 35 striped, angle-in parking spaces, 22 of which are within 500 feet of the church.

Shoreline Municipal Code (SMC)

- **Table 20.50.390D – Special Nonresidential Standards**

Churches are required to provide one parking space for every five fixed seats, plus one per 50 square feet of gross floor area without fixed seats used for assembly purposes.

- **20.50.400 Reductions to minimum parking requirements.**

A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:

1. On-street parking along the parcel's street frontage.
2. Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demands.
3. High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking.
4. Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces.
5. High-capacity transit service available within a one-half mile walk shed.
6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
7. Concurrence with King County Right Size Parking data, census tract data, and other parking demand study results.
8. The applicant uses permeable pavement on at least 20 percent of the area of the parking lot.

- **20.50.410(D) Parking design standards.**

Off-street parking areas shall not be located more than 500 feet from the building they are required to serve. Where the off-street parking areas do not abut the buildings they serve, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

- ... 3. For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;...

Parking Analysis:

The current building has a fixed seat capacity of 150 seats and a social hall assembly area of 875 square feet (48 spaces required).

The proposal is to expand the church with a fixed seat capacity of 300 seats plus an addition that will result in total assembly area of 2200 square feet. The proposal includes adding an additional seven parking stalls to bring the total on-site parking to 66 spaces.

The parking calculation for the site after proposed improvements would amount to a requirement of 104 on-site parking spaces. With a 25% reduction, a total of 78 on-site spaces would be required. This leaves a gap of 12 additional spaces required for the proposed improvements.

Staff visited the vicinity on a Sunday during liturgy and noted that the parking lot was full and some street parking was being utilized.

Criteria

There is some street parking in front of the church on N 195th St and some as well on Ashworth Ave N. There are also 35 striped, angle-in street parking spaces in front of the elementary school on N 195th St. The project meets criterion #1.

The applicant has presented documentation from the School District allowing the church to use the school's parking lot on Sundays. This parking lot contains 24 spaces, all within 500 feet of the church. The project meets criterion #2.

The church is within one-half mile of the Aurora Village Transit Center. The site meets criterion #5.

CONCLUSIONS: The proposal meets enough of the criteria for the granting of a 25% parking reduction. The applicant's wish is to reduce the requirement even further, based in part on the fact that under the Greek Orthodox church rules, only one liturgy is allowed on Sundays, so there will not be extra demand between services as most of the other churches have. Further, the same people who are seated in the nave are the ones who use the assembly areas.

Further, the church would rather not convert green space to asphalt as they feel it is not necessary based on the high number of street parking spaces available.

The fact that the current user of the property has a different schedule than other churches should not make a difference in the decision, in that the church could change hands and be occupied in the future by one that has a more typical parking demand. Further, the fact that the same people are using the seating and assembly spaces has been argued by a number of churches in the past. However, just because the code is structured the way it is does not mean that it assumes that different people are using the assembly area during services. One space per five fixed seats would amount to the assumption that every family has five members, which does not account for the singles and couples attending service. The assembly area calculation is merely another way to pin down the actual parking demand based upon the size of the building.

It should be noted that, the additional 12 spaces could easily be accommodated on the school parking lot. The code requirement under SMC 20.50.410(D)(3) states that all parking for nonresidential uses in residential zones be located on site, however, since this provision seems very specific to conditional uses, it is likely that the code intends to address potential congestion in the neighborhood resulting from street parking in front of residential uses, and would not preclude the use of shared parking on another non-residential site.

DECISION: Based on the fact that the vicinity meets three of the criteria, ample street parking, proximity to transit, and a shared parking agreement with non-conflicting use, a 25% parking reduction is granted for this project. Note that any expansion of use will require a Conditional Use Permit. Additional consideration of parking and other requirements may be made during the Conditional Use process.



Director's Signature

3-10-14

Date

